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# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VI • Number 9



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OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. VI • AUGUST 1988 • NO. 9

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

## ● Club News ●

### POTIUS SERO QUAM NUNQUAM

You will doubtless have noticed that this issue is at least 30 days late. That is because: (1) my service as Chairman of the BCA Great Lakes Region Meet in Columbus took up a good deal of time in July; (2) I had to take my Number Two Son off to college in Washington, D.C. which took four days; and (3) I needed some relief in any event, although neither (1) nor (2) were terribly restful. (My memory is that I went off to college on the train with two suitcases, but the quantity of impedimenta that today attends college students requires a rented truck.)

But enough of excuses.

"The excuse thou dost make in this delay  
Is longer than the tale thou dost excuse."

...Romeo and Juliet, Act II, sc. 5.

And, in any case:

Potius sero quam nunquam.

...Livy: History, Book IV.

In other words:

Better late than never.

...John Heywood: Proverbs (1546)



FOUNDED BY DAVE LEWIS





## BCA EVENTS

I was disappointed in the small number of Club members (five, including me) and cars (two, including mine) at the BCA Great Lakes Meet. We made a better showing at the BCA National in Flint, but even that was not overwhelming. This must be blamed, in part at least, on the weather, which has in these parts been blisteringly hot. The heat and several other factors led me not to take the '37 Roadmaster to Flint — a decision I do not regret — and I guess others ought not be faulted for making the same decision.

Hot weather notwithstanding, I think it appropriate once again to urge all of you to participate in and support the Buick Club of America (or Canada, Australia, or whatever). While it may be that the '37-'38 Club is more directly relevant to our immediate needs, it has always been, and remains, true that without the BCA we could not function as we do; indeed, we probably would not exist at all. I have always felt a bit guilty about devoting much time and effort to this Club and little to the BCA, and that was one of the reasons I volunteered to chair this year's Great Lakes Region Meet. That event was, by all accounts, a palpable success, and all of you who did not come missed a real good time. I had a good time myself and learned a lot. Such of you who may in future undertake to organize a similar event and feel you may benefit from that learning — bearing in mind of course that free advice is worth all you pay for it — give me a call.

## ANNUAL MEETING

As advertised, the so-called Annual Meeting of this Club took place in Flint on July 9 and continued into July 10. No, it did not last two days. Because I scheduled it to follow the banquet at the BCA National, and because that event did not conclude until 10:30 PM, we ran well past midnight. Those attending were (in no particular order): Schaeffer; Huffman; McLaughlin; Deskin; James; Nelson Jones; Bob Jones; Bylsma; Hoffman; Boos; Cahue; Rhynard; Corliss. Clarence Hoffman declined to tell any jokes. Nevertheless, we discussed a variety of subjects, but the important one was the potential for another Club Meet (or Meets) next year. Everyone was in favor of this, but the hard questions of course were where, when, and who's in charge. Our tentative conclusions were: (1) a group of Ohio members yet to be formed will try to organize something in Ohio on either (a) the third weekend in July or (b) the third weekend in September; (2) Bill Schaeffer will canvass all California members about organizing a West Coast Meet. We will, I hope, have more on this in future issues.

## MEMBERSHIP RENEWAL

As indicated in the last issue, we now have mailing labels that show each member's number and the expiration date of his membership. You will, I hope, recall that all memberships expire on August 31 — the year of expiration is shown on the label. Notwithstanding this form of reminder, I have included with this issue:

- (1) A Renewal Notice for those whose memberships expire August 31, 1988 — i.e. with this issue.
- (2) An Application/Roster Info Form for everyone. Even if your membership does not expire in 1988, please, please take a few minutes to fill out the form and return it.

The Application forms will be the "data base" for the 1989 Roster. If you do not fill out the form, or simply scribble "same" on it, I will have to fill one out for

you, or get out your old form (assuming I have one and can find it), change the dates on it, and make a copy of it. Why in hell should I do this work for you? Can you devote five minutes per year to the administration of this Club? No grumbling, please. Just do it.



*Five-Passenger Four-Door Streamline Sport Sedan*  
MODEL 67

U.S. dues will remain the same--i.e., \$28 per year. Although there has been an increase in postage (about \$1.00 per year for U.S. members), there appears to be enough in the treasury to take care of this for the immediate future. Postage to Canada has increased by \$2.00 (U.S.) per year, and to overseas countries by \$2.00 to \$4.00 (U.S.) per year. More or less arbitrarily, I have decided to increase dues to Canada and other countries by 50% of the postage increase. Thus, in effect, the U.S. membership at large will share the cost increase with members in other nations. This seems fair to me, since it keeps the overseas dues increase to less than 5% and the impact on each individual U.S. member is very small.

Our newest Australian member, Ron Noonan, whom I met and chatted with for an hour or so in Flint, said he did not care about our air mail delivery and would rather save money. I have always assumed overseas members wished to receive The Torque Tube as quickly as possible, in order to have at least a fighting chance at the parts ads. (To this end, I mail all overseas copies two days before any other copies.) However, overseas members, if any of you besides Ron don't care when you get them, I can mail your copies via surface mail for considerably less money. They will, however, take at least several weeks to reach you. Surface mail ("Printed Matter") dues for all overseas countries will be the same as for Canada.

Although the dues structure is set forth on the Renewal Notice, I am listing the several categories below, so you will have a permanent reference.

	<u>U.S.</u>	<u>Canada</u>	<u>S. America; Europe</u>	<u>All Other Countries</u>
One Year	\$28	\$29	\$ 41	\$ 46
Two Years	52	53	72	80
Three Years	76	77	100	110

Continued



PLEASE NOTE: A few people have already renewed, despite my having said that information on renewal would be included in this issue. I know this was intended to be helpful, but it has caused me some record-keeping headaches. If you have recently sent a check but nevertheless receive a Renewal Notice, please return it with a note that you've paid. Bear with me, folks, this is a non-mechanized, low-tech (maybe no-tech is better), kitchen-table operation.



*Five-Passenger Two-Door Touring Sedan with trunk back*  
**MODEL 68**

### **1937 MCLAUGHLIN LIMITED**

Mike Braden (#572) sent me some photos of a 1937 McLaughlin-Buick seven-passenger sedan he found in a little museum in Scobey, Montana. The car is in unrestored condition, and has some interesting features, which may or may not be original: 1938-style steering wheel with 1937 center medallion (I suspect not original); 1936-style road wheels and hubcaps; black instrument panel and garnish moldings. The car has obviously been altered in some respects (sealed-beam lights and a non-standard front bumper — it took a hit in the right front at one time), and I leave McLaughlin experts to ponder the authenticity of these items. The car is reputed to have belonged to the Saskatchewan Provincial Government in Regina, and to have been used in the Royal Tour of 1939. If you want to see it, reppare for a trip: Scobey appears to be a long way from almost everywhere. Unfortunately, Mike's photos (taken indoors) were not reproduceable.

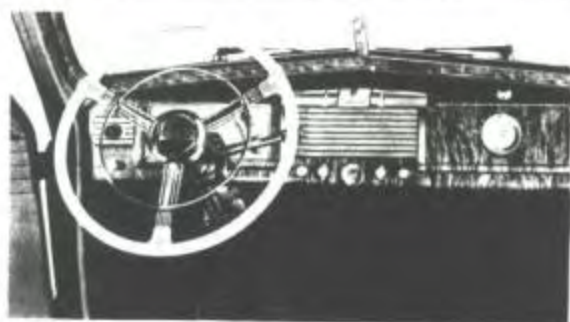
### **SIDEMOUNT POSTSCRIPT**

In the "Sidemount Fever" article (Vol. V, No. 4 - January 1987) I observed that the word "sidemount" is an "invention of the auto restorer and historian...nowhere found in official Buick literature." I know all you guys are lying in the weeds out there, waiting to catch me with something, especially where the subject is the famous — or nortorious — fender-mounted spare. Well, Harry Logan (#651) sent me from California a page from the 1940 Buick sales brochure, which says of the Century: "The sporty lines of this spacious convertible are enhanced by the use of side-mounts, available at additional cost." (Hyphenation in original.) Well, Harry, this is only a semi-gotcha, since I continue to maintain that I have never seen the word in 1937 or 1938 literature. And I don't agree that the 1940 Century phaeton's sporty lines are enhanced, either.

### **1938 SELF-SHIFTING TRANSMISSION**

At the BCA National, Del Carpenter (#620) presented me with a nice original manual on the 1938 Self-Shifting Transmission, as a gift to the Club. (Most of you know,

I guess, that Buick offered, on 1938 series 40 cars only, a semi-automatic four-speed transmission, called the "Self-Shifter." It was not a success, and Buick stuck with synchromesh until the advent of Dynaflo in the '48 Roamaster.) This book is 81 pages long, but has big type and lots of pictures. It has three main themes: how to operate the Self-Shifter; how it works; and how to maintain and service it. At one time, we published an article on the Self-Shifter, featuring work done and material collected by Jim Campbell (#134). We may deal with this subject again; however, since Jim has the only Self-Shifter-equipped car I know of and already knows all about it, it does not seem a subject with much practical application. Nevertheless, if there is any interest, I will have some copies of the book made. (Cost would be about \$10 with a plastic spiral binding.) I've read it and found it quite interesting as a "historical" document. Many thanks to Del Carpenter for his generosity.



### *New self-shifting transmission*

- Buick's new self-shifting transmission is available at extra cost in all 1938 Special models. Eliminates conventional gearshift lever entirely. Ninety per cent of normal driving is in a new fourth speed, giving new quiet. Increases gasoline economy nearly eight per cent, oil economy even more. Braking power of second gear remains instantly available.

### 1937 FISHER BODY BOOK

I also recently acquired a GM training manual on the 1937 Buick 40 and 60 series "Unisteel" body. Like the transmission book, this has big type and lots of pictures. It was apparently intended for use in classes or "workshops" to introduce dealer service technicians to the all-steel body. Thus, it does not deal with repair of collision damage, but rather with explaining the structure of the "Unisteel" body and with service procedures such as taking doors apart, removing glass, adjusting latches and the like. The illustrations are quite good and will come out decently as photocopies. If there is enough interest I will have copies of this made — cost would be \$8 each with spiral binding.

### COMING EVENTS

Orange County Chapter, BCA will host an all-Buick show on October 22 from 8:00 AM to 3:00 PM at Reason Buick in Santa Ana, California. For more info see the August '88 Bugle or contact Jack Corliss, 5942 Hersholt Ave., Lakewood, CA 90712, (213) 925-3294.

*The Cover Car is mine. Let's  
see a photo of yours.*

*— Bill*



# Congratulations

## UNION CONSTRUCTION, INC.

795 SKYWAY ROAD, SUITE 107 • SAN CARLOS, CA 94070  
(415) 595-1300

Dear Bill:

I'm happy to contribute to the Torque-Tube with what I, at least, personally feel is "News."

My 1937 Roadmaster 80-C Phaeton was shown for the first time at the "Silverado Concours D'Elegance", Napa, California, on June 5 and won first in its class. Additionally, it won the prestigious "Owen Owens" Award. This award, presented by the widow of Mr. Owens, the founder of the Concours, represented the number two car out of 280 in the show. The number one award (Best of Show) went to a 1932 Cadillac Town Sedan (a \$500,000.00 vehicle). The show featured open front Town cars.

I bought this car in a dismantled condition four years ago. The first time it was put in gear and driven out the shop door was at 7:00 PM the evening before the show.

All work was done in my home shop by non-professionals.

Much appreciation to all the club members who sold me parts and gave helpful information: in particular, Dave Lewis, John Moore of Tucson, the Nelsons of Salem, Oregon, Larry Smith of Albany, Oregon and many others too numerous to mention.

There is a light at the end of the tunnel!

Sincerely,



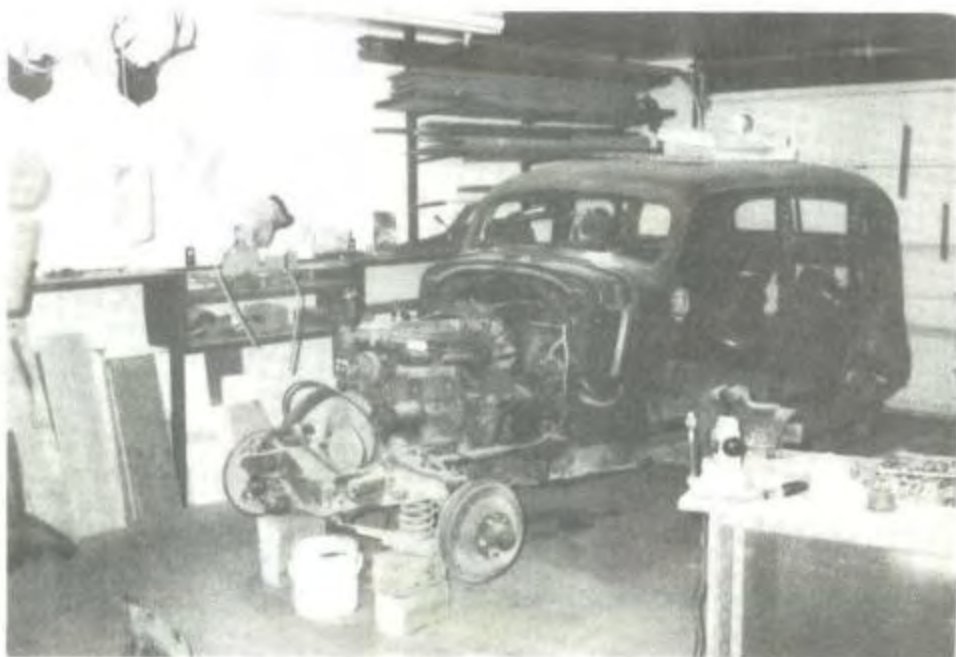
Charles W. Van Koten  
3050 Vichy Avenue  
Napa, CA

Editor's congratulations to Chuck Van Koten on a beautiful car and a real cliff-hanger! My thanks also to the Club members who helped him -- this is what the Club's all about, folks. Now that the euphoria has worn off, Chuck, I'll tell you I can find at least four things to "gig" -- for perfect authenticity, not workmanship. Biggest is the red wheels -- I must admit, though, that they look great on a grey car.

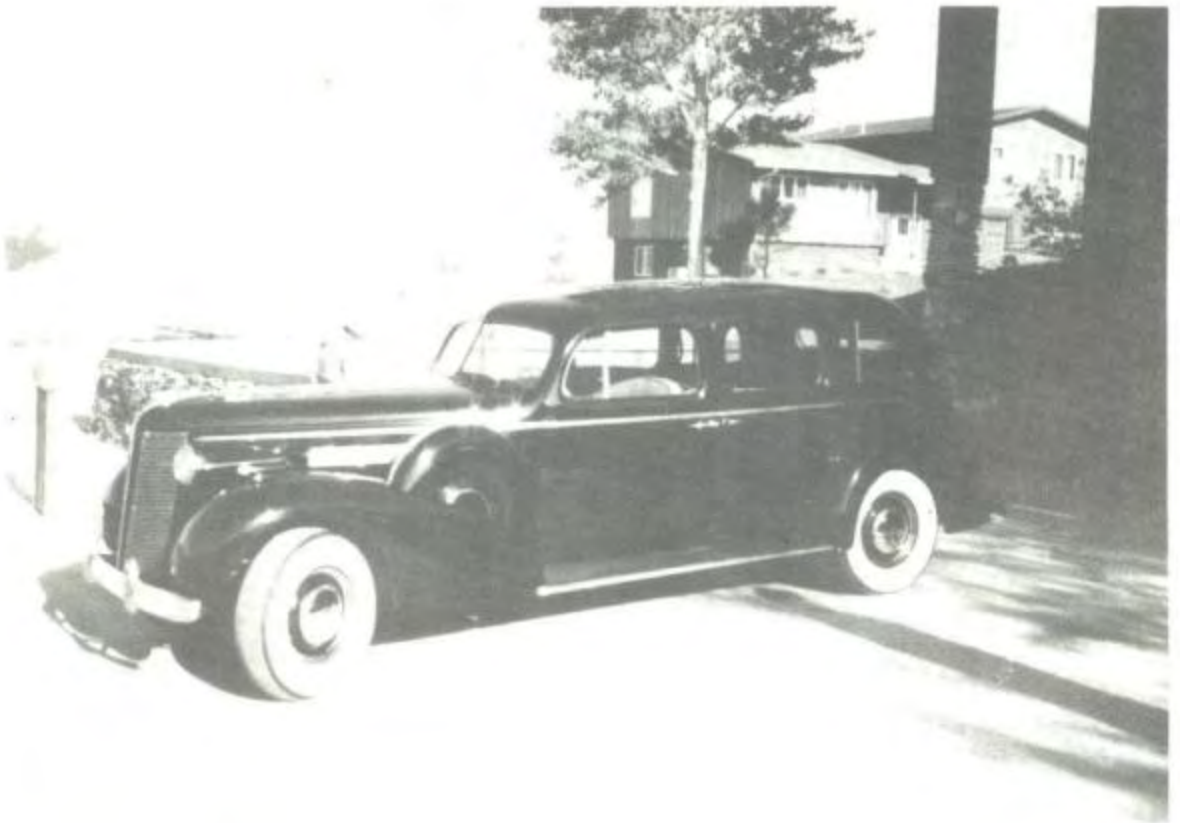




Mike Braden's very nice 1937 Limited six-passenger sedan (model 91), "Beulah." When Mike (#572; Glasgow, Montana) got this car a few years ago, it was very rough, and he took it apart down to the last nut. Of all 1937 and 1938 Buicks, this is the series for which, in my opinion, sidemounts and black paint are most appropriate, and I think it looks great. Congrats to Mike on a nice piece of work.









# TECHNICAL TIPS



## AUXILIARY FANS

You may recall that in Issue 8 I included a brief notice concerning six-volt auxiliary fans sold by a firm in Arizona. I purchased one of these and have installed it in my car. The fan is mounted in front of the radiator and increases air flow through it. They come in three sizes. I bought the largest size and found that it fit the available space, with only one glitch. The glitch is this: the fan and motor assembly is slightly deeper fore-and-aft than the clearance available between the radiator core and the sheet metal baffle behind the car's "nose." By bending the baffle a bit to one side, I got the fan about centered on the core. It would have fit without doing this, but off-center an inch or two. I thought it better to have the fan centered but, in retrospect, doubt if it makes any difference. The fan is held to the core by neat little plastic "clinch" fasteners. These can be inserted through the core without fear of damaging it, and are thus better in that respect than machine screws; their disadvantage is that once clinched up they cannot be removed without breaking them. (My experience is, of course, with a 1937 80-series car. You should check the available space on your own car before ordering the fan.)

I then wired the fan up following the instructions (good, except for the illustrations which are too fuzzy), using a little toggle switch mounted under the dash panel to turn it off and on. (The switch I used has a light, which is helpful but not necessary: at low speed you can hear the fan run and thus can tell when it's on.)

Now for the question: does it work? My answer is a qualified "yes." Last year in the Fourth of July parade, the temperature gauge needle went off the dial after no more than a half-mile, and although the coolant (50-50 mix of ethylene glycol and water) did not boil and the engine did not quit, there was a bad smell, and I doubt that I could have--or should have--gone much farther when I reached the end. This year, in the same parade, with auxiliary fan running, the temperature never exceeded 200 degrees F, and the only noticeable odor came from my cigar, although the ambient air was well over 90 degrees and forward progress was at no faster a rate of speed.

Initially, I feared that the auxiliary fan might impede air flow through the radiator when not running, since it does block off some of the core. So far, this does not seem to be a problem. Driving at highway speed (30-60 mph), I have not seen the needle go above 185 even in near 100 degree heat.

Why then the qualification? The fan motor draws a surprising (to me, anyway) number of amps, and at engine speeds below perhaps 1500 rpm it will drain the battery. (Cranking effort was noticeably lower when I started up after the parade than it was at the beginning.) Plainly enough, where you want the fan is in low-rpm situations: above 1500 rpm you probably won't need it. Therefore, this may be a real problem if you let the fan run any length of



time. (I was not able to determine the "draw" of this motor, but am told that 12-volt blower motors in modern cars may draw 25 amps or more. To achieve the same energy output in watts, a six-volt motor must draw twice as many amps as a 12-volt motor.)

There are at least two ways to solve the current draw problem. First, of course, is to run the auxiliary fan off a separate battery; this could be a regular car battery in the trunk or a smaller motorcycle battery under the hood. I expect the fan would run for at least an hour without discharging the battery. But, with this system, one must charge the fan battery before anticipated need, which seems something of a bother. If you do this, you will, of course, not need to obtain the six-volt fan, and can use a variety of more widely-available, and perhaps cheaper, 12-volt fans. (In many modern cars with transverse engine mounting--e.g., K-cars, Citations, VW, etc., etc.--the fan is driven by an electric motor, not the engine.)

The second way is to install, in place of your present voltage regulator, the VR-6 electronic regulator manufactured and sold by RBR Electronics, and modify your wiring so that you can ground the field circuit off the generator when you run the fan. I cannot explain in detail how to do this, but am assured by Ron Lekse, proprietor of RBR, that it will work, i.e., you will get more current output at low rpm. (A smaller pulley on the generator may also be helpful or even necessary.) If you want to do this, buy the VR-6 and get Ron's advice about what to do. (The VR-6 is described in a separate article in this issue.)

	<u>6 Volt</u>	<u>12 Volt</u>
10"x 4 1/8"	\$75	\$50
12"x 4 3/4"	\$80	\$55
14"x 4 3/4"	\$85	\$60
Please add \$4 for shipping and handling. Send check or money order to: Green Sales and Distributing, 1524 E. Halifax, Mesa, AZ. 85203. For info call: 602-834-0717. Visa and MasterCard accepted. (Arizona residents add 6.5% sales tax).		

#### SIX-BLADE FANS

A recent BCA Bugle article suggested that substituting a six-blade fan for the stock fan will help overheating problems on the 320 engine. The fan is Flexolite No. 1068. These can be obtained from auto supply houses that sell "performance" or "hot rod" stuff. The fan will bolt on to your existing hub, but unless you have long, skinny fingers it may be necessary to remove the water pump to get it on. I happened to park next to a 1940 Limited at a recent show. The owner said he had installed the six-blade fan and that it definitely helped. The fan must be painted black or it will stand out like the proverbial sore thumb. Once suitably colored, however, it will be noticed only by the most beady-eyed of authenticity sticklers.

If you install both the six-blade fan and the electric auxiliary fan, you may cut down the need for the electric fan and save your battery that way.

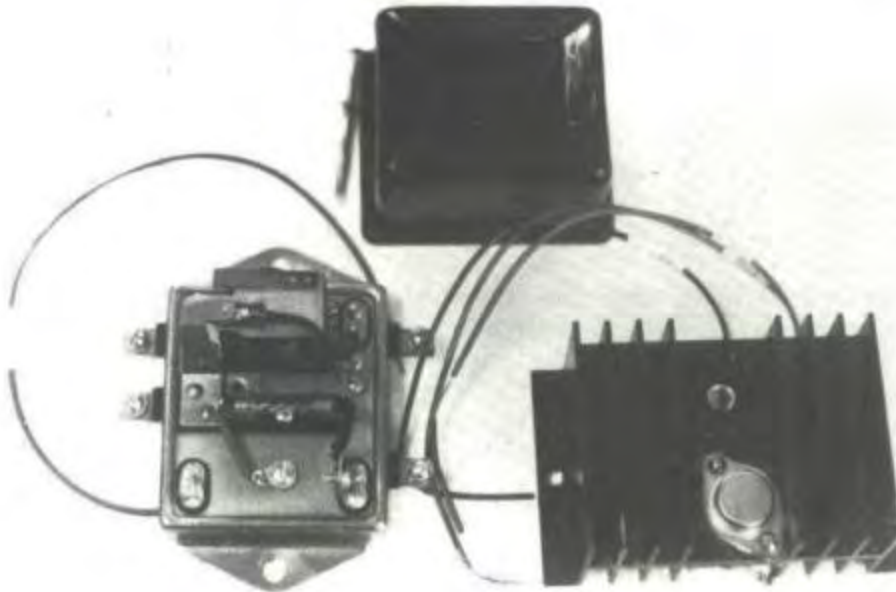
## WIRING HARNESSES

I'm sure you all know that one of our long-time advertisers, supporters, and members is Paul Little (#100), proprietor of Harnesses Unlimited. Paul turns out a fine product, and his business has expanded to the point where he recently moved into a new and larger building. He has asked me to let you all know that there is now, and probably will continue to be, a considerable lead-time in filling orders, perhaps as much as two or three months. If you contemplate replacing your car's wiring this winter, it would thus behoove you to place your order now.

## ELECTRONIC VOLTAGE REGULATOR

Many people, including your Editor, have had trouble with original equipment (5-pin) and later Delco replacement (4-pin) voltage regulators. Once a vibrating regulator gets out of adjustment, it is difficult to repair. A malfunctioning generator may fry it, and a bad regulator may fry the generator. The original regulators also have a tendency to overcharge the battery.

Several members have installed a solid-state electronic regulator in place of the original. This device, called the "VR-6," is made by Ron Lekse of RBR Electronics, and is specifically designed for 6-volt systems. The VR-6 measures approximately 5 by 3 by 2 inches, and can be hidden under the dash. The original regulator unit is then removed from inside the black box on the firewall and replaced by a fuse. The cut-out is left in the box. Outward appearance of the wiring will be exactly the same. The photos show the VR-6 and the original regulator assembly modified as indicated above. You will notice that most of the bulk of the VR-6 is heat-dissipation fins; the actual electronic stuff is quite small. (The VR-6 should be mounted where air can circulate around it, since the great enemy of electronic components is heat. The exact location, however, is not critical.)





Those who have used the VR-6 say it is trouble-free and performs better than the electromechanical vibrating regulator. Ron says it will reduce generator wear, minimize over-charging, give better performance at low speed, and incidentally cut down a bit the horsepower consumed by the generator. It comes with complete instructions. It helps to have some knowledge of auto electrical systems, but Ron will help you if you are baffled by anything. He will also modify your original regulator assembly if you wish.

I bought one of these, but the truth is I have not gotten it in the car yet. It's no fun working in 90-degree heat, and that's what we've had here every day for weeks. Besides, I've had to write this. And then there's my employer. Working for a living sure can get in the way, but with two kids in college — well, you understand the problem.

Call or write Ron Lekse for more information. (Incidentally, he also does a fine job rebuilding generators and starters.)

RBR Electronics  
460 E. 319th Street  
Willowick, OH 44094  
216/585-7178

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#### Postscript on Engine Balancing

Paul Culp asked that I print this photo as a supplement to the discussion of engine balancing in the last issue. Note the holes that have been drilled in the flywheel and clutch pressure plate.

# *Engine Rebuilding-Part 5*

## *Cam and Lifters*

ARTICLE AND PHOTOS BY PAUL B. CULP, JR.

The Buick camshaft is drop-forged and is hardened at the cams and journals. In the cast iron crankcase it is supported by five steel-backed babbitt bushings. It is driven from the crankshaft by a hardened steel chain, running on two sprockets. The camshaft sprocket is cast iron, whereas the smaller crankshaft sprocket is case-hardened. Both of these parts are keyed so that they are correctly positioned relative to one another. The positions of the pistons and valves are correct when the marks on the cam sprocket and the crank sprocket are in line with copper plated steel washers on the chain. The distance between these two points on the 320 engine is ten links.

As the crankshaft rotates, the chain drives the camshaft sprocket at one-half engine speed. As the camshaft turns its eccentric projections or cam lobes raise and lower the cast iron valve lifters in a precise sequence. The lifters are carried in reamed guide holes on the right side of the block. Cored openings in the wall of each lifter decrease its weight and allow for unrestricted lubrication.

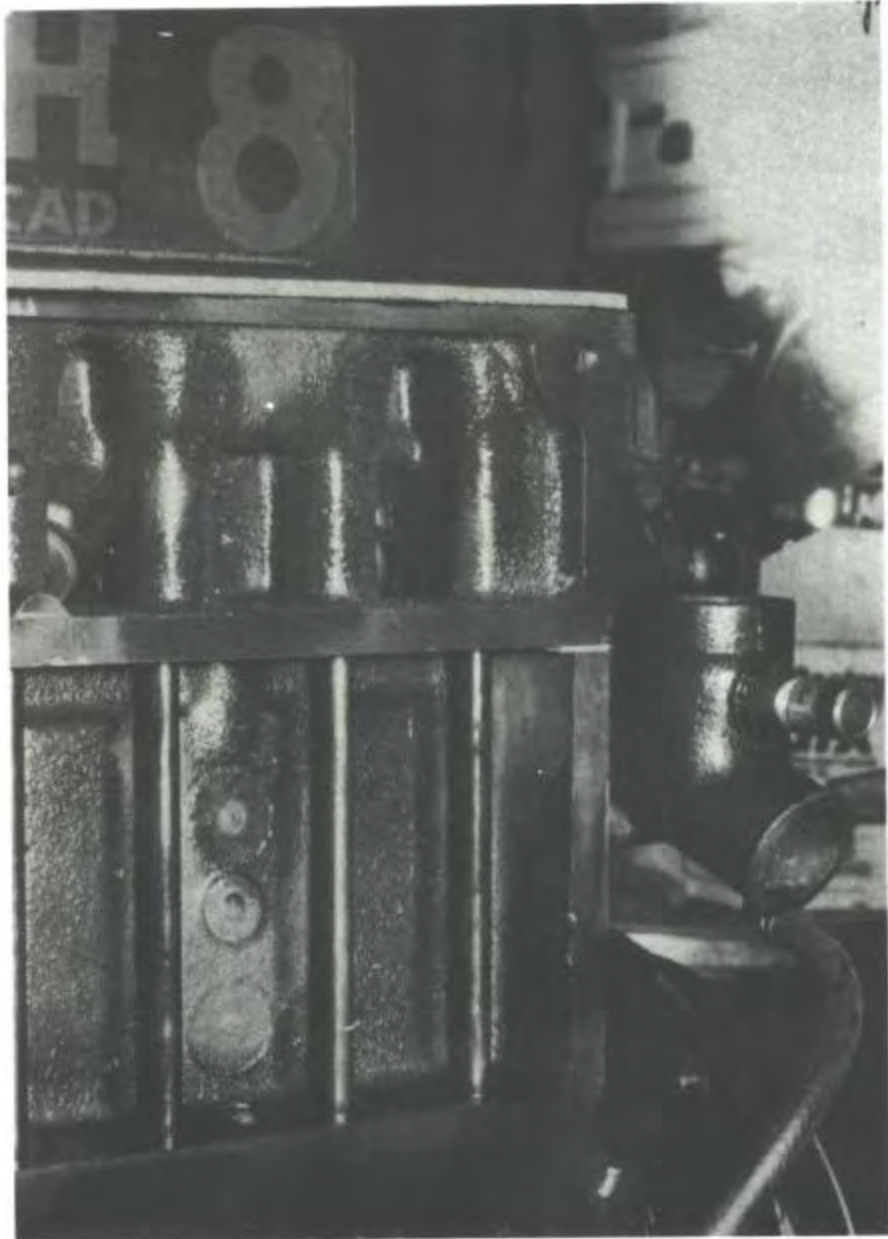
The lifter's surface is chill hardened and ground smooth. The center of the lifter is slightly offset from the center of the cam lobe; this promotes rotation of the lifter and thus even wear. At the end of the lifter, opposite that which rides on the cam lobe, there is a ball seat for the push rod. The push rod is a 3/8" diameter steel tube designed for lightness and strength. It transmits the cam action to the drop-forged rocker arms. The push rod presses on one end with a ball and socket joint; the ball end being threaded through the rocker for adjustment of valve clearance.

This rocker arm is fitted with a bushing and pivots on the rocker shaft, which is supported by eight aluminum brackets secured to the cylinder head. The shaft is hollow to permit oil to circulate through it. The end of the rocker arm which contacts the valve stem is case-hardened.

Valve clearance is measured at the end of the arm and is always figured to be more than the possible expansion of these parts: block, head, lifter, push rod, rocker, rocker shaft bracket, and valve. If sufficient clearance is not given, the valve will not seat properly when the engine arrives at operating temperature, causing a loss of power, pitting of the valves, overheated valves and eventually burned valves. Especially on an overhead valve engine, it is better to have a little more clearance than is needed, rather than to have too little. Consequently, there is always some noise (clatter) associated with the valve mechanism.

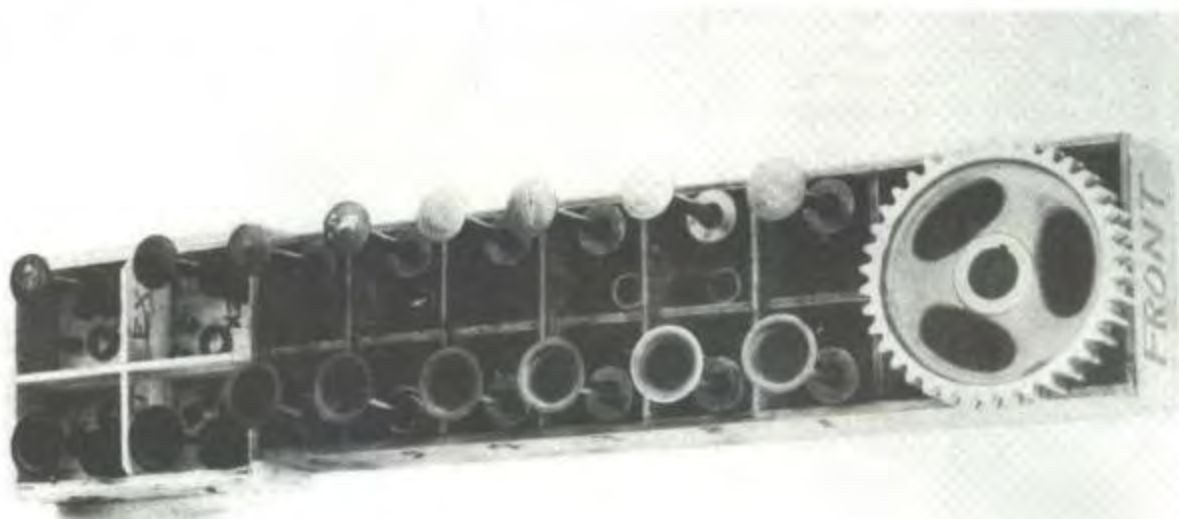


The typical auto engine valve is kept closed by two springs which provide positive closing action at all engine speeds. (When an engine runs at a speed which overwhelms the ability of the springs to close the valves, the valves are said to "float." This is not a problem with the Buick straight-8). Intake valves are chrome-nickel steel and are streamlined to aid airflow to the combustion chamber. Exhaust valves are of smaller diameter and a different type of steel: silichrome. Intake valves are always larger in diameter since they must pass air at atmospheric pressure, whereas exhaust gas is pushed out under higher pressure. (The basic function of all superchargers or "turbos" is to improve "volumetric efficiency" by packing more fuel-air mixture into the cylinders than atmospheric pressure can provide. Fortunately, we don't need to deal with them.)



*Removal of push rod cover reveals push rods passing from block into cylinder head.*

In the initial repair the rocker shaft was removed. All push rods were placed sequentially in a wooden block. The push rod cover and gasket were removed. Next the valve lifters were taken out and placed in a container to mark their sequence for reassembly. (Carbon or grime may restrict the extraction requiring more pulling pressure.)



*Handy home-made boxes for keeping value-train parts in proper order.*

Having the front end sheet metal removed made the next step easier. The large bolt in the front of the crankshaft and the torsion balancer were removed. Next came the dozen or so bolts of the timing gear cover. I positioned the crankshaft so that the reference mark on both sprockets coincided with the chain (10 links) and noted these positions to familiarize myself with the locations for future reassembly. The cam sprocket bolt was removed and with equal pulling action, both large and small sprockets, along with the chain, were removed. There are two bolts which secure a retainer plate mounted on the block; by removing these the camshaft was ready for extraction.

While holding the camshaft with both hands in the block, I moved it gradually out of its position, being most careful not to damage the camshaft journals or bearings. All of the above parts were cleaned, inspected and stored.

I decided to replace both sprockets and the chain. Check the slack in the chain under finger pressure midway between the sprockets. Movement over one inch means the parts are sufficiently worn to require replacement. Slack in the chain should be from 1/4 to 3/4 inch outward movement from straight. If the chain is worn and loose, chances are very good that the sprockets are worn also. These parts should all be replaced together, while you have everything apart. New parts were acquired from Terrill Machine of Texas for under \$100.

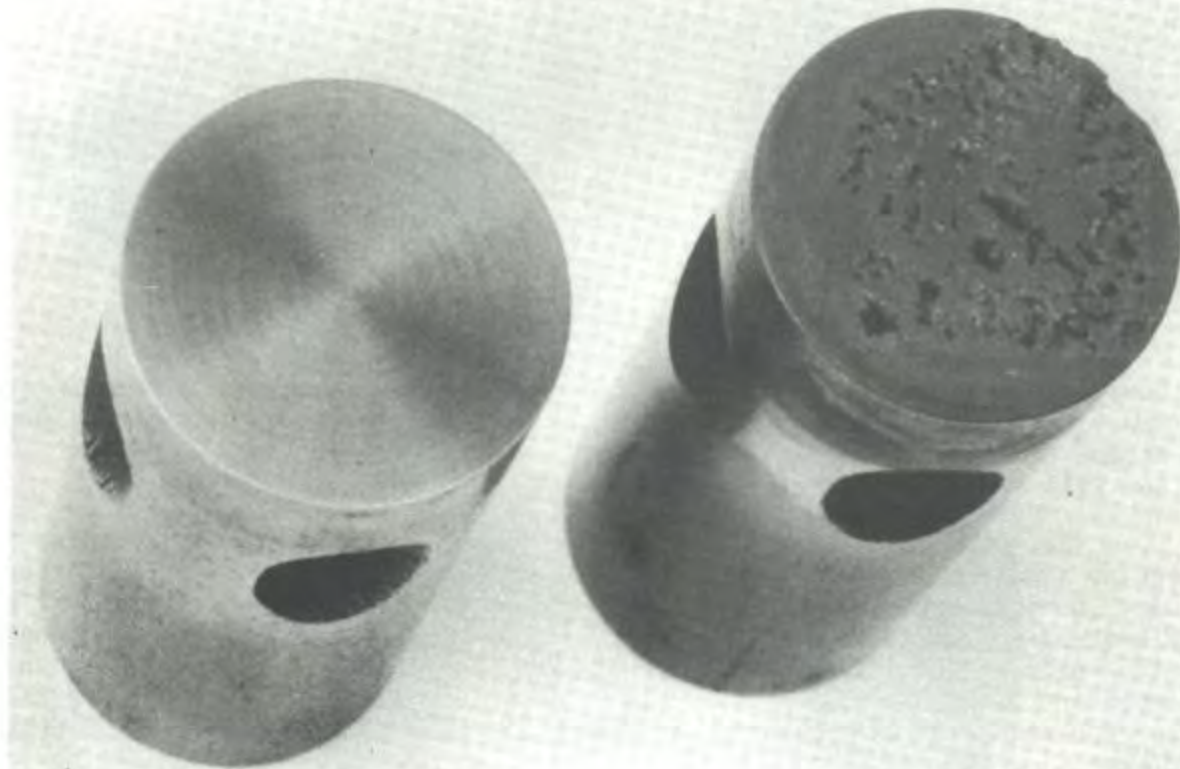
Inspections of the lifters caused some concern. The surface that contacts the cam lobe was pitted on about half of them. These may not have been rotating, as Buick's original design contemplated. I considered



replacement of the lifters until I found this paragraph in the 1952 Buick Manual.

"Inspect the cam contact surface on the lower end of the lifter body. Replace the lifter assembly if this surface is excessively worn, galled, or otherwise damaged. A non-rotating lifter body will have a square wear pattern on its lower end, with a very slight groove near the middle. Tests have proven that non-rotating lifters last as long and perform as well as rotating lifters, and the slight groove in the cam contact surface is not detrimental. Such lifters should not be replaced."

I decided to see how much material would need to be removed to resurface the pitted lifters. Using a surface grinder, I took off approximately .030 to remove all the pits. Since this did not seem to me excessive, considering the valve train's capacity for adjustment, I kept the original lifters, completing their restoration by polishing the contact surfaces in a lathe.



*Worn (right); and reground, polished lifters.*

The camshaft journals were then measured and the bearings in the block inspected for wear. The large series engine journal diameters measure from front to rear:

#1	#2	#3	#4	#5
2 5/32	2 1/8	2 3/32	2 1/16	1 3/4

I found the bearings and journals to be within specified limits and decided to leave them alone.



*Camshaft and sprocket. (Distributor drive gear is about two-thirds of the way back.) Note there are four cam lobes between each set of bearing journals except the front set, where there are five. What is the fifth lobe for? (Hint: see 1937 Shop Manual, sec. 6-50.)*

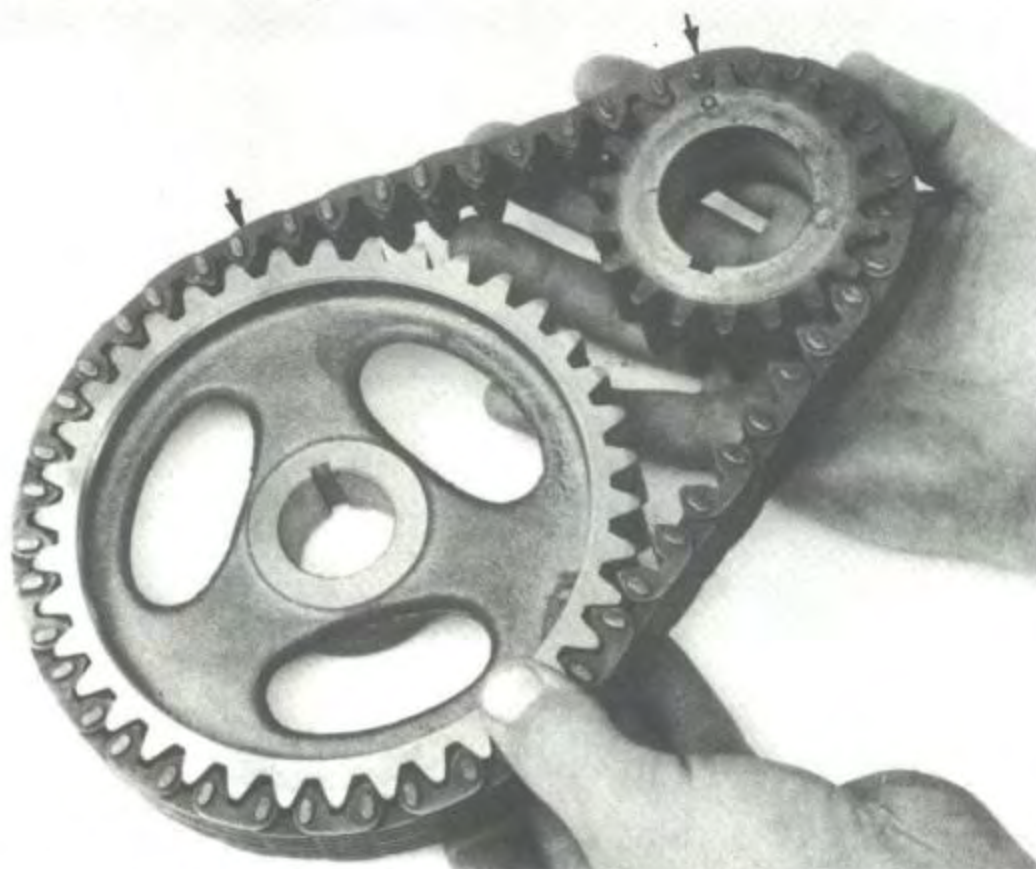
The camshaft bearings can be replaced if necessary. This requires line-boring since these bearings do not have precision-type replaceable inserts. Line boring employs a large bar with cutting edges set to cut the different diameters all on the same centers. The bearings are manufactured undersize with excess babbitt material. The machining is done after installation. An important note: If your cam bearings are within wear tolerance and are not to be replaced, be most specific when the cylinder block is cleaned. Chemical cleaners may destroy the babbitt-metal bearing surfaces, and you will be forced to replace them at about \$40.00, plus labor for line-boring, which is another \$75.00.

The valve train parts were installed after the main bearings, crankshaft, pistons and rod bearings. Assembly was basic and simple. Camshaft valve timing was followed according to the shop manual. A detailed account of this and the correction and modification of so-called replacement parts will be addressed in future issues. Consequences of a failed timing chain, damaged front oil seal and the possibility of a worn timing gear cover, due to the torsion balancer wearing upon it, are all things to consider when replacing original parts.

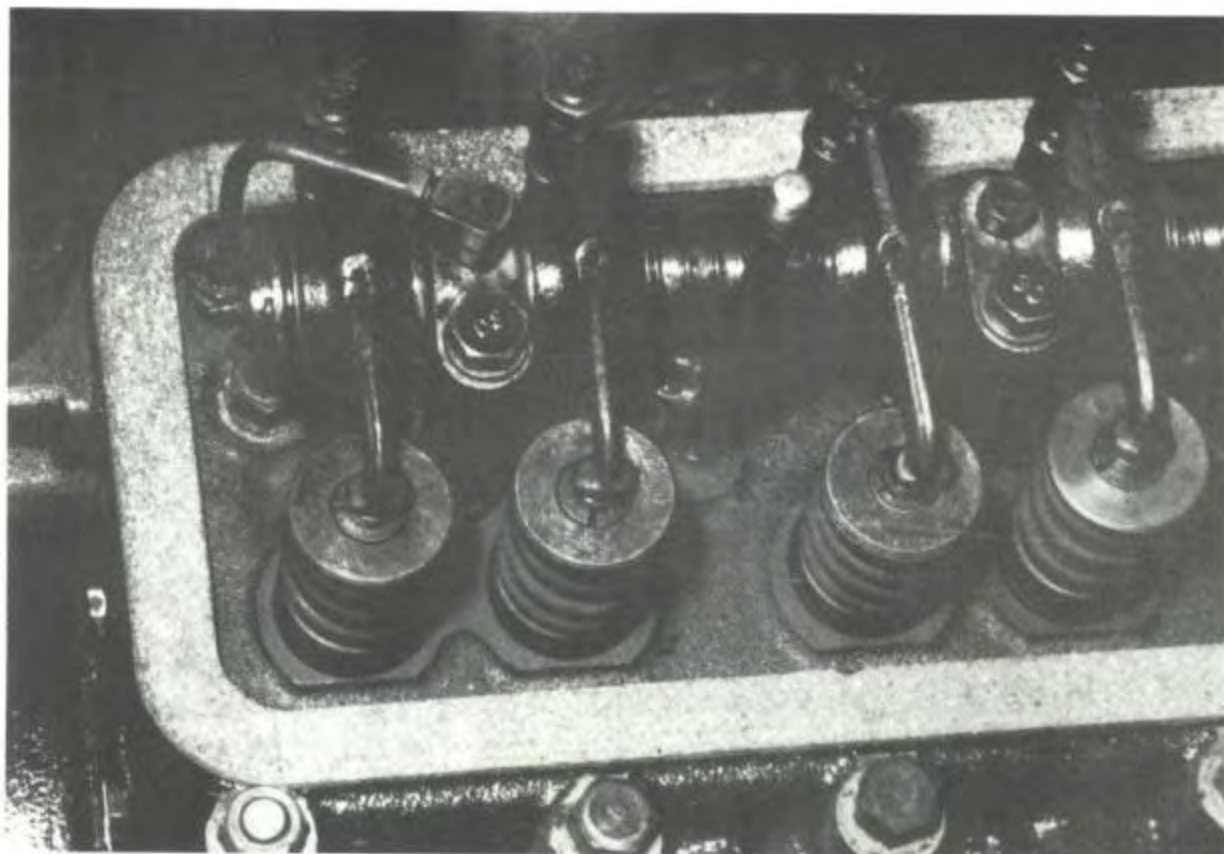




*Worn original and new aftermarket sprockets. Chain and sprockets should be replaced together.*



*New cam sprocket (larger wheel), chain and crank sprocket. The new chain did not have the copper washers, and reference to the old parts was necessary to obtain correct alignment. (Note the mark on each sprocket.) Check thickness of new parts versus old -- I had to shim the new sprockets because they were thinner.*



Rocker arms and shaft; valves and springs; adjustment screws atop push rods at top of photo. (Note oil line at left.)

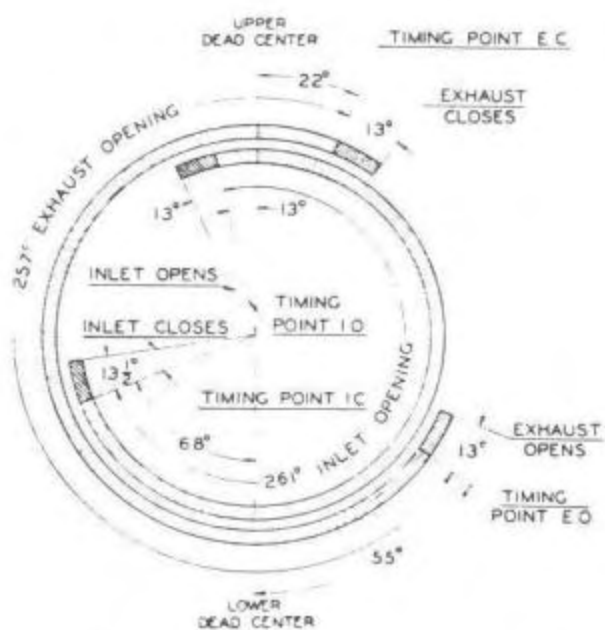


Fig. 6-26. Valve Timing Chart—Series 40

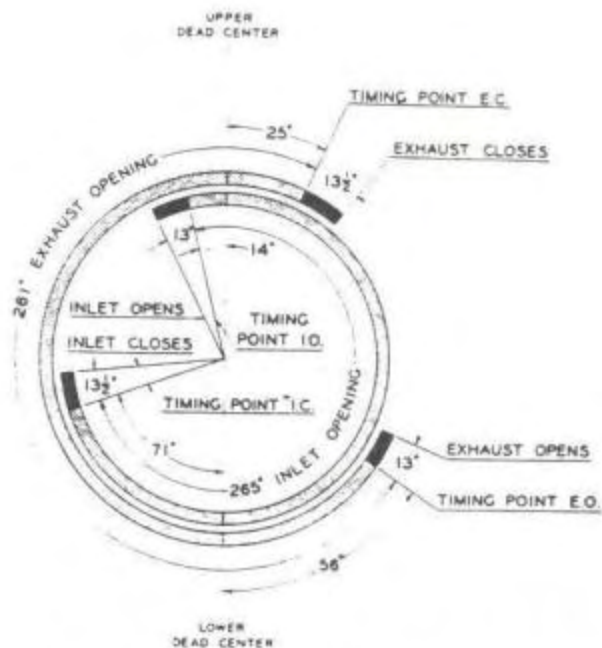
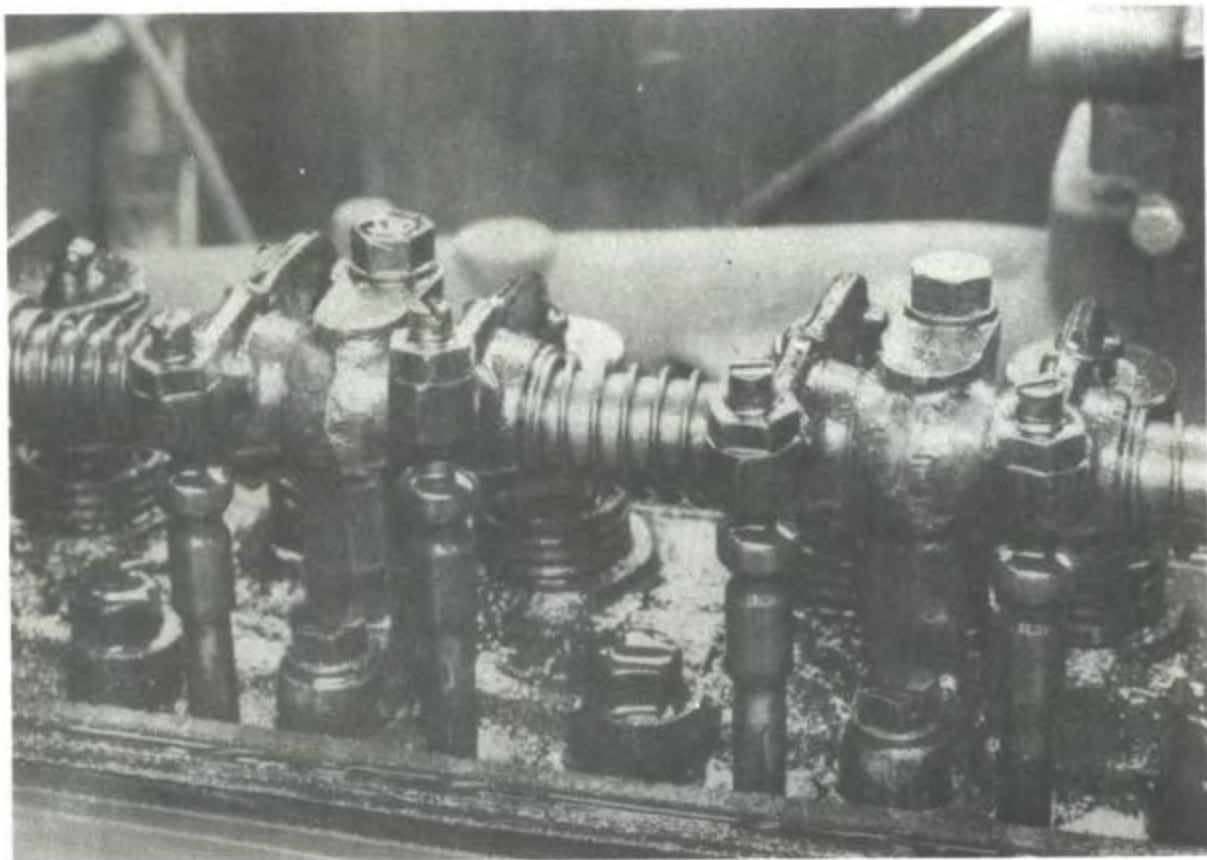
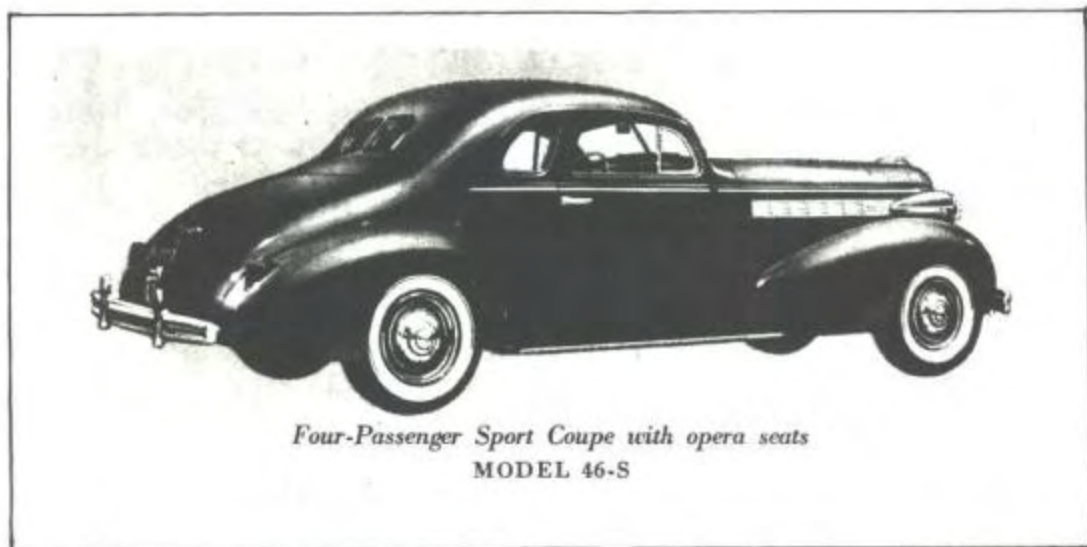


Fig. 6-27. Valve Timing Chart—Series 60-80-90





*Upper ends of push rods showing joint with rocker arms.*



*Four-Passenger Sport Coupe with opera seats*  
**MODEL 46-S**



# CARS FOR SALE



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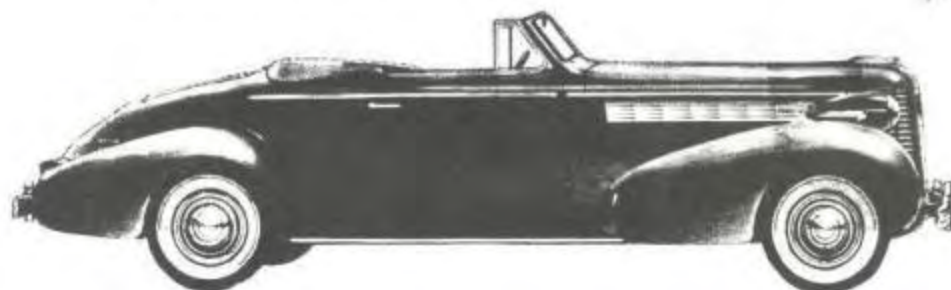
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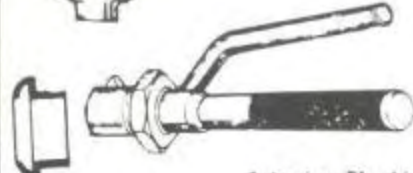
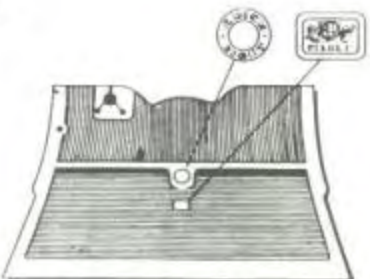


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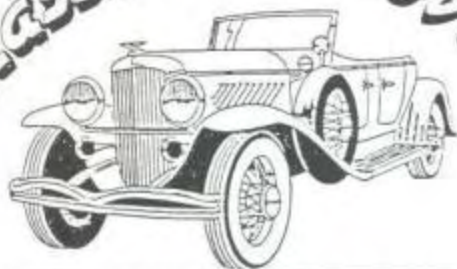
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